Morning Oregonian.

VOL. XXII.—NO. [illegible] PORTLAND, OREGON, FRIDAY, NOVEMBER [illegible], 1882. PRICE—[illegible] CENTS.

EASTERN AFFAIRS.

Notice to the Ranks of the Fire Companies.

[illegible] PROMINENTLY APPEARS

[illegible] Effects in Cleveland on a Strike—Other Press Notices—Personal Mention, Etc.

SPECIAL DISPATCH TO THE OREGONIAN.

NEW YORK, Nov. 2.—No serious accidents to the Pacific express which reached here this morning at 7:30 o'clock, are reported. It is thought that the delay was caused by the heavy rain which fell during the night, making the track soft. The train was in charge of Conductor Wells, and Engineer Hamilton. The latter has been in the employ of the company for twenty years, and has never had an accident before. He is one of the most careful men on the road. The train was made up of a combination baggage and express car, a day coach, a Pullman sleeper, and a dining car. The latter was the only one that left the track. It was thrown down the embankment, and rolled over twice. The sleeper remained on the track, but was thrown from the trucks. The day coach was also thrown from the trucks, but remained upright. The baggage car was thrown down the embankment, and rolled over twice. The express messenger, Mr. Hall, was in the car at the time, and was thrown out. He was not injured. The baggage master, Mr. Hamilton, was also in the car, and was thrown out. He was not injured. The fireman, Mr. Hamilton, was also in the car, and was thrown out. He was not injured. The engineer, Mr. Hamilton, was also in the car, and was thrown out. He was not injured. The conductor, Mr. Wells, was in the car, and was thrown out. He was not injured. The brakeman, Mr. Hamilton, was also in the car, and was thrown out. He was not injured. The passengers, Mr. Hamilton, was also in the car, and was thrown out. He was not injured. The express messenger, Mr. Hall, was in the car at the time, and was thrown out. He was not injured. The baggage master, Mr. Hamilton, was also in the car, and was thrown out. He was not injured. The fireman, Mr. Hamilton, was also in the car, and was thrown out. He was not injured. The engineer, Mr. Hamilton, was also in the car, and was thrown out. He was not injured. The conductor, Mr. Wells, was in the car, and was thrown out. He was not injured. The brakeman, Mr. Hamilton, was also in the car, and was thrown out. He was not injured.

[illegible] Washington special says: The Pacific express, which has been delayed here, left with the New York express. It will begin an independent [illegible] Pacific express to Chicago, connecting with the Western Union [illegible] Chicago. The Western Union

The Daily Oregonian

PUBLISHED EVERY MORNING, NOV. 5, 1882.

THE SUGAR BEET

Inquiries are often made about the manufacture and the processes of refining sugar from the sugar cane, and how far it has been made on the Pacific coast with a view to testing the feasibility of the manufacture in California or establishing refineries there to work up and refine it for consumption on the coast. In Washington territory a small beginning has been taken in the sugar beet with the purpose of ascertaining the susceptibility of the soil to the production of a root that would yield sugar under proper treatment, and it is claimed as a result of those efforts that beets richer in sugar than any elsewhere tested have been produced in the Skagit river bottoms near Puget Sound. It is thought that many persons would take an interest in a sketch of this great industry as pursued in Germany, where, next to the raising of hops, the production of the sugar beet is the great agricultural interest.

The saccharine properties of the sugar beet were discovered by a chemist in Prussia as far ago as the year 1747, but it was not till 1801 that the discovery was put to a practical test by the erection of a factory for trying the experiment of making sugar on a large scale. After long and difficult labors and researches, and the expenditure of great sums of money in experimenting with various kinds of machinery and chemicals for perfecting the quality and color of the sugar, it was found that six per cent. of sugar and three per cent. of molasses could be obtained from fresh beets. The results were, however, so unsatisfactory that further experiments and manufacture for many years were abandoned. Through subsequent discoveries of new machinery and the application of new chemicals in adding and perfecting the sugar-making process, the manufacture was resumed, and factories began to increase in number, so that in 1836 37 there were 126 in operation in Germany which produced in one year 9,112 910 pounds of raw sugar from 28,007 tons of beets.

Statistics published by the German Government show that in 1879 there were 329 beet factories in the country, and that the quantity of sugar manufactured amounted to 850,356,000 pounds. France, which is the next largest in the manufacture of beet sugar, produced in 1879 399,380,000 pounds; Austria and Hungary 750,366 000 pounds; Russia and Poland 475,258,000; Belgium, Holland and other countries 210,000,000 pounds, showing that there is sugar enough made in these countries to allow about 10 pounds of sugar a year to each inhabitant of Europe.

In 1836 it was found that it took 20 pounds of beets to make one pound of sugar, but by the new and improved methods, wherein improved machinery and newly discovered scientific principles have been brought into requisition, it is found that 11 pound of sugar can be made from 10 pounds of beets, besides leaving a good percentage of molasses. Some of the manufactories in the statistics which they keep with great accuracy make a better showing than even this, the results of this year's labor showing that on an average 100 pounds of beet roots of average quality has produced 11 pounds of sugar and 3½ pounds of molasses. To make this 14½ pounds of sugar and molasses, it is found that the whole cost of manufacturing amounts to 14½ cents, which includes the value of the 100 pounds of beet roots valued at 2½ cents, which would leave the cost of manufacturing the sugar, to say nothing of the molasses, at less than two cents a pound. Some of the statistics vary a trifle from these figures, but to so small an amount as to make but little difference in the results. Thus it will be seen that a good quality of raw beet sugar, including the purchase of the beets, can be and is made for about four cents a pound, and after deducting the value of the molasses, it reduces the cost to less than 3½ cents. The actual cost is made still less when it is taken into consideration that the residuum, or the pulp of the beet, after the saccharine matter or juice has been pressed out of it, has its market value for feeding cattle and swine, and also for manure.

In harvesting the beets for the sugar factories they are washed clean after being removed from the ground, and are kept from the sun as much as possible, in order that they may not wilt and prematurely decay. When thoroughly dry they are carted to the factories if within a reasonable distance; if not they are taken to the nearest railway station and transported on open cars. One of the most common sights that meet the traveler's eye during the fall months is the multitudes of peasants—men, women and children—in the fields harvesting this most familiar-looking vegetable. It is an easy crop to raise, and is seldom interfered with by changes of climate. Moderate extremes of heat or cold, drouth or wetness seem not to affect the certainty of an abundant harvest and one of good quality.

With us the cost of beet sugar would of course be much more than four cents a pound, because labor is neither so cheap nor abundant as in Europe; but the time will undoubtedly come when this great resource will be utilized to a high extent in the United States.

TEXAS CATTLE FEVER.

The Department of agriculture has issued a pamphlet on "The Dissemination of the Texas Fever of Cattle, and how to Control It," from which we learn that the disease has prevailed in many localities in the northern states, and in some has proved very fatal. It has appeared in Pennsylvania, Virginia, in Brooke county, West Virginia, in Jefferson county, Ohio, on the opposite side of the river, in several places in New York and in Dakota. It was introduced in each case by the importation of cattle from the southwest, from the Indian territory, Missouri or Texas. The report describes the disease very minutely, which descriptions are similar to those contained in the standard works on the diseases of cattle. In the investigations to determine how the disease is spread, the opinion is expressed that the sick native animals are in no sense a source of the infection. The real danger is thought to be in the pastures or other grounds over which southern cattle, whether sick or well, have traveled, while the sick natives are harmless. The southern cattle carry the germs of the disease in their bodies, but are not necessarily themselves infected. One of the writers on the subject goes so far as to say that the disease is not disseminated in any other way than that indicated above, by means of infected roads, yards or pastures, and that the infection remains for months, and until a source from where it is thus deposited. The only effective remedy seems to be the entire isolation of animals by which the infection can be carried, which can only be done by the action of the general government, which can draw a line from the Atlantic to the Rocky mountains, across which all movement of cattle can be definitely controlled.

Many eastern papers have it that Senator Dolph is "Mitchell's law partner," and this they seem to think makes his election in the satisfactory that if otherwise would be thought they are all glad Mitchell was rejected. Perhaps they may be excused or not knowing that it is ten years since the dissolution of Mitchell & Dolph existed. Dolph was Mitchell's partner when Mitchell's character was not known, and their connection terminated before it was discovered, and before Mitchell had entered upon his career of political intrigue and senatorial corruption.

The election of representatives to congress in Ohio last month exhibited a vital very close districts, and it is followed, as might be expected, by as many notices of contest. A like situation is probable in New York Pennsylvania and Indiana. It is now hardly to be expected that there will be a republican majority in the house.

NEW YORK'S WATER SUPPLY.

[illegible] in the city of New York [illegible] in 1799 the Manhattan Company [illegible] and in 1842 the Croton Aqueduct [illegible] Manhattan Company [illegible] Croton [illegible] Croton [illegible] Manhattan [illegible] Croton [illegible] Manhattan [illegible] Croton [illegible] Manhattan

TION AND COMMISSION

GILYAN & CO.,
rs and Commission Merchants,
First St., bet. Pine and Ash.

LAR AUCTION SALE
OF
ld Furniture, Carpets,
RIDAY, NOV. 8, 1882,
SAMPLES.
GILMAN & CO., Auctioneers.

DRY GOODS.
USUAL ATTRACTION
AT
ORNING Dry Goods House
Silk Department!
NCH DAMASCE SILKS,
$1 50 per yard.
WARRANTED PURE SILK,
k and All the Fashionable Shades.
ADED SATIN OTTOMANS,
$1 25 per yard.
ant Designs and Latest Colorings.
A NEW LINE
aded Velvets & Plushes
Black and Colored
Lipman & Co.
r. First and Washington Sts.

NOTICE
TO
RESIDENTS
ON ACCOUNT OF
T RING FROM BUSINESS
AT PORTLAND.
We will sell to the trade our stock
MEN and BOYS' CLOTHING at
RESATLY REDUCED RATES, as it
me must positively be sold before
e end of this year. Special induce-
ents in closing out job lots.
A. B. ELFELT & CO.,
3 & 5 NORTH FRONT ST.

URS,
FURS,
FURS
R CH AND ELEGANT FURS
AT
H. LIEBES & CO'S,
1, 113, 115 and 117 Montgomery St.
SAN FRANCISCO.
Manufacturers and Importers,
Have on hand a Large Assortment of
SEAL-SKIN SACQUES,
SEAL-SKIN DOLMAS,
Silk and Satin Fur-Lined
Garments,
IN ALL STYLES & FINEST QUALITIES
AT
PRICES WHICH DEFY COMPETITION.
Send for LIEBES & CO'S illustrated catalogue, containing plates of all the prevailing styles, and self-measurement, which will be sent on application of the United States.
Raw Furs Bought at Highest Market Prices.

SPORTSMEN'S EMPORIUM

WILLIAM BECK & SON,
Wholesale and Retail Dealers in
Sharp's, Remington's, Ballard's, Maynard's and Winchester's
REPEATING RIFLES.
Colt's, Remington's, Parker's, Baker's Double and 2-Barrel
BREECH-LOADING SHOTGUNS
AGENTS FOR
HAZARD'S SPORTING GUNPOWDER.
Best in the world; put up in 1-pound cans.
FISHING TACKLE
Every description of Opera, Marine and Field Glasses.
Bird Cages, Beads, Baskets and Notions.
Velocipedes, Croquet Sets, Base Balls.
165 and 167 Second St., Portland, Or.

ELEVEN---ELEVEN
Oak st., the Bon Ton Tailoring Establishment of Shipper & Bybee.

The Daily Oregonian.
SUNDAY MORNING, NOV. 5, 1882.
THE DAILY OREGONIAN
Will be issued every morning except Monday, from the office in the building on the corner of Second and Yamhill streets.
CITY.

ANDERSEN ARRESTED.

PROBABLE SOLUTION OF THE SWAN ISLAND MURDER.

The Victim a Head Accountant in Montrose's Establishment in San Francisco—Facts Declared Circumstantial.

SPECIAL DISPATCH TO THE OREGONIAN.

SAN FRANCISCO, Nov. 2.—At 5 o'clock this evening a man and woman living their names as Alfred Anderson and Bertie Nelson were arrested by Chief Crowley on authority of a dispatch received from Chief Lappins of Portland. These persons had just arrived on the steamship Dakota from Victoria. They are strongly suspected of complication in the murder of Carl Oberan, whose body was found somedays ago on swan Island below Portland. On arrested with Anderson and Miss Nelson evinced great surprise. Anderson stated that he knew nothing whatever of the murder of his brother. His brother told him some time before he disappeared that he intended returning at once to Chicago that he saw nothing more of him after that, and supposed he had gone back. The woman says she murdered a mistaken boy, but he intend also to return to Chicago. She did not see him again and his brother he presumes told her he had gone. Both prisoners have considerable money and clothing. Both profess to be entirely ignorant of the murder of the boy Oberan. Mr. Crowley has telegraphed to Chief Lappins of Portland. These persons had just arrived on the steamship Dakota from Victoria. They are strongly suspected of complication in the murder of Carl Oberan, whose body was found somedays ago on swan Island below Portland. On arrested with Anderson and Miss Nelson evinced great surprise. Anderson stated that he knew nothing whatever of the murder of his brother. His brother told him some time before he disappeared that he intended returning at once to Chicago that he saw nothing more of him after that, and supposed he had gone back. The woman says she murdered a mistaken boy, but he intend also to return to Chicago. She did not see him again and his brother he presumes told her he had gone. Both prisoners have considerable money and clothing. Both profess to be entirely ignorant of the murder of the boy Oberan. Mr. Crowley has telegraphed to Chief Lappins of Portland.

LATER.

Anderson and the woman are both very reticent. It is difficult to get them to talk at all. They are not certain as to dates and their statements are not clear. The Dakota is now still in the steamer and contents not yet examined. The trunk of the murdered man is missing and also a boom the steamer. Examination of its contents may throw much light on the mystery.

SHIPPING NEWS.

The Gen. Miles leaves Astoria for Grays harbor next Sunday.

Manager Stockham has engaged Miss Emma Schutz for the Maguire-Hill combination.

This is the 1st day of November. Gas consumers must pay the regular bill to save one dollar per thousand.

A stated meeting of Portland Lodge, No. 55, A. F. & A. M., will be held at their lodge room, Masonic temple, this (Friday) evening at 7:30 o'clock.

The last sale of the Cumberland Club cigars is now the evening. A short program of readings and songs will be given in the parlor of the store and refreshments will be served. A general evening is promised.

CITY COURTS.

CIRCUIT COURT—IN EQUITY—Starr, J.

Thursday, Nov. 2.

Nicholas vs Estes; motion for reference confirmed.

Shattuck-Jones vs Carney; motion for judgment on the verdict.

Grand Jury present four bill: murder, Morrill vs Morrill; suit for breach of marriage promise; verdict for defendant. Saturday to move for new trial.

State vs C. W. Jackson; four charges larceny; arraigned Friday to plead.

Gen. Woodward vs P. G. Baker; on trial

COUNTY COURT.

In the matter of the estate of Annie Murray, deceased; hearing of final account of administrator.

Estate of James Dolan, deceased; his brother, Patrick Dolan, appointed administrator.

The Oregonian, likewise a good supply of Portsmouth, Duffy's and others, will be found through Mr. Warner on the cars between Burnsville and Dayton.

Eastern oyster's every steamer at Keith's.

The best sewing machine is the "New No. 8."

Money loaned at reasonable rates by Circle Myers, 101 First street.

All the leading patent medicines can be found at Child's Drug Store, Second and Morrison.

The Wheeler & Wilson New No. 8 is the lightest running and most quiet sewing machine manufactured.

A gentleman's silver plated trip, short twist, stamped "Elgin," brand, handed Shotgun for $25 at Circle Myers', 101 First street.

The best place to get the Decker & Sons and the Behr Brothers pianos is at the store of Moore & Hamilton, Second and Yamhill. Shotgun by First street's segment.

Remember that at Child's Drug Store has been established in Portland five years.

Money to loan on diamonds, watches, jewelry and silverware at the loan office of Mrs. Lewis, No. 23 Yamhill street.

All orders left at the new organized with the cash system at Child's Drug Store.

Dr. Boyer, the leading tailor and jeweler has removed to 171 First street. Repairing done.

For good meals and small expenses call at the Portland Dining and Coffee House, 171 First street.

For Fresh Drugs and Chemicals at Child's Drug Store, Second and Morrison.

The very best and finest assortment and most fashionable styles of hats at Nolting's, the great one-price hat store, 53 Morrison.

The only watch repairing shop in Portland is at the old stand, 51 Washington street.

Ayer's "Cherry Pectoral" for sale. It is the best in the market. The Sage McCoy, 92 Morrison st.

SEVERAL DEGREES.

The Chief Justice of the Supreme Court, while in the city yesterday, conferred several degrees in the Masonic fraternity. He conferred the degree of Royal Arch Mason upon Companions Sharp, Bronaugh, Wilcox, Hoyt, Failing and Lewis, and the degree of Knight Templar upon Companions Sharp, Bronaugh, Wilcox, Failing and Lewis. The degrees were conferred in Masonic hall, Second and Morrison streets, and were witnessed by a large number of Masons from all parts of the state.

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YAQUINA BAY.

Its People, Resources, Indus tries, Trade and Difficulties.

STATUS OF THE OREGON PACIFIC RAILROAD.

Twenty Miles of Roadbed Graded—Work to Be Pushed Forward—Preparation for Construction Work in the Spring, Etc.

Yaquina bay is one of the most important harbors on the Pacific coast. Its importance is not confined to the state of Oregon, but it is the natural outlet for a large section of the country lying to the east of the Cascade mountains, and which is now being rapidly developed. Although the harbor is not known to the world at large as it should be, it is well known to the people of Oregon, and the fact that the Oregon Pacific railroad company have chosen it as the terminus of their road is sufficient evidence that it is a harbor of great importance. The following description of the bay and harbor is taken from the report of Lieut. Symons, of the United States engineers, who made a careful survey of the harbor in 1880:

The entrance to Yaquina bay is between two jetties, which project from the north and south points of the bay, and are built of rock. The north jetty is 2,400 feet long, and the south jetty 1,600 feet long. The channel between the jetties is 1,000 feet wide, and has a depth of 18 feet at low water. The channel is straight for a distance of 1,000 feet inside the jetties, and then curves to the north-east for a distance of 2,000 feet, when it again straightens out and runs in a northerly direction for a distance of 3,000 feet, when it curves to the east and runs in that direction for a distance of 2,000 feet, when it again curves to the north and runs in that direction for a distance of 2,000 feet, when it curves to the east and runs in that direction for a distance of 2,000 feet, when it

The Daily Oregonian.
FRIDAY MORNING, Nov. 3, 1882.

FINANCE AND COMMERCE.

Receipts of Produce.

Boston Wool Market.

Boston, Nov. 2.—The market for wool is not half [illegible] The [illegible] pressure to [illegible] sell, which appear to have existed [illegible] and doubt on the future of the market. Ohio and Pennsylvania fleeces sell at 43@45c for [illegible] and 41@42c for XX and XXX and above. Michigan, Wisconsin, Kentucky, Canadian fleeces sell at 42@43c for fine, and 39@40c for X and XX and above. Medium fleeces are in fair demand and selling in California wools there is very little doing and sales have been small at 24@26c for spring. Texas wools are in fair demand at 25@30c for spring [illegible] extra and 42@45c for fine. Foreign wools are quiet and very little desirable is on the market.

English Grain Market.

London, Nov. 2.—The *Mark Lane Express* in its review of the British grain trade for the past week says: The slim at continuous heavy rains which have prevailed have delayed wheat sowing everywhere and further reduced the [illegible] of supplies. The price is slightly cheaper and trade is sluggish. Wheat is now with rates lower. Both winter wheat is 6d cheaper and the supply large. Coast cargoes are quiet at lower figures and red winter and California steady. There were eleven arrivals and ten sales during the week. Trade is forward is confined chiefly to Indian wheats. Prices ruled lower. Flour is weaker and the foreign supply smaller. American brands are occasionally 1s cheaper than British and foreign. Barley and oats are unaltered and dull. Maize is generally 1s@2s cheaper as the supply diminishes. Sales of English wheat past week, 56,000 qrs., at 43s 3d per qr.; against 54,000 qrs. at 47s 3d per qr. for the corresponding period last year.

Puget Sound Salmon!

Mr. Geo. T. Myers, who has just returned from a trip to Puget sound, states that he has packed 7,000 cases silver salmon this season. The run has been lighter this season than for several years. His company closed packing operations October 13, although usually continuing until November 1st. At present there is a large run of fall salmon, a variety collected for salt packing. Several companies are packing in salt at Seattle and their entire output will approximate 20,000 bbls.

Industrial Items.

Over $300,000 in cash has been invested in the plant of five manufacturing establishments in Portland this year.

Glue, when mixed with one-fourth part glycerine, is found to have an elasticity and pliability which prevents its cracking when dry.

It is estimated that the short crop of potatoes and apples in Wayne county, N. Y., will entail a loss to its inhabitants of nearly $1,000,000.

Milwaukee claims to have the largest brewery on this continent and the second largest in the world. It turns out 600,000 barrels per annum.

Some very rich and extensive copper mines are reported to have been discovered in the Texas Pacific reservation near Eagle Mountain station.

The commencement of the rainy season has had little effect in delaying building operations, and not a planing mille report no cessation in the demand made upon them.

As an evidence of the business boom in Dakota, it is reported that over a mile of freight cars are daily standing on the side tracks in Pierre, awaiting their turn to be unloaded.

Over $8,000,000 worth of cottonseed meal is imported annually into Great Britain, and English graziers claim that through its excellence as food they can compete with Americans.

Among architects, builders, and brick, iron and wood workers in general the fact that building operations in 1883 are to be double those of the present year is generally accepted.

The south has this season raised nearly enough grain to supply the home demand, and will save $185,000,000 which it has been accustomed annually to spend in the west for food.

Last year the Millers' Association of Minneapolis handled about ten million bushels of wheat, requiring the use of $12,000,000. It expects to hand 18,000,000 bushels during the present season.

Gunmaking is one of the foremost industry in Syracuse, N. Y. The sales of guns manufactured there during the past year are said to have been $2,000,000, based on a capital of only $95,000.

The manufacture of crackers, pilot bread and other bakery products for the trade is carried on by two establishments in Portland, giving employment to about 50 men. Their product for 1882 will reach $400,000.

It is reported that the storage capacity of the Hudson river ice houses will be increased 300,000 tons this winter, but the actual amount sent out of a short supply and higher prices in consequence may be expected as usual about the time of the January thaw.

Successful experiments are reported at Champaign, Ill., in making sugar from sorghum cane by a new process discovered by the professor of chemistry in the Illinois State University. At the last run of the machinery it is represented to have yielded 2000 pounds of excellent sugar.

The Judson sail works, as well as the Pacific works, at Oakland, Cal., expect to be in full operation by the 1st of December. The former will employ 300 or more men, and the latter 600. These two enterprises alone will distribute about $50,000 per month among their workmen, which will mostly be spent among local merchants.

The largest steel spring ever made has just been successfully rolled for the United States Car Motor Company of Philadelphia. The spring is 30½ feet long, 6 inches wide and one-quarter of an inch thick. It will be tempered and coiled by the Motor Company at their works in Philadelphia and exhibited in the bi-centennial parade.

The petroleum industry is in a healthier condition, from the producers' point of view, now than at any time since the opening of the great Bradford field five years ago. The production is declining at a rate that in another month will make it equal only to the consumption, a state of affairs that has not existed for years, and in fact hardly ever since the beginning of the petroleum industry.

Condition of New York Trade.

New York, Nov. 2.—The business situation as a whole is not satisfactory. The volume of trade in most departments is below the usual October average, while it would not be quite true to characterize general markets as being dull. There is nevertheless very little of what in mercantile parlance is called "snap" in any of the principal departments. Last autumn's trade was unfavorably affected by a poor harvest and the general gloom incident to the death of President Garfield. This year the country has been blessed with full granaries and free from political influences of a lowering nature, yet trade is no better than it was last year. Indeed, if bank clearing house exchanges be taken for a fair index it is not so good. Thus the clearings in this city the past week fell 14 4 per ct. short of last year, while the aggregate clearings of 26 leading cities of the country show a decrease of 2.8 per cent.

The feature of general railroad business of the country is that while daily passenger traffic shows an increase over last year, the freight movement shows slight decrease on a majority of lines. The question, "What is the cause of the unsatisfactory condition of trade?" is frequently heard. But there is no satisfactory answer. There is a conspicuous absence of speculation, which may to some extent explain the dull aspect of affairs, and as a consequence the general supply and consumption of ships points. Prices in a great majority of cases are slowly gravitating to a lower range, but so far as the leading staples of the country are concerned there is accepted, they are all too high to admit of the activity of export trade.

Flour and grain are depressed and lower though wheat was a little firmer to-day.

Hog products are generally lower.

Choice grades of butter and cheese are a trifle dearer, but very quiet, except at a nothing way.

Refined petroleum is dull and nominally steady, while crude is lower.

Leather is quiet and steady.

India rubber is dull and lower and declining.

Galvine has further declined.

Raw sugar is quiet and easier, and refined is in moderate request and a shade lower.

Coffee is quiet and easier.

Tea is dull at private sale, the demand being about wholly supplied through the auction rooms.

Rice is in moderate demand.

Spices are quiet.

Pig iron is dull.

Tin is steady, and lead and copper are without change and unchanged.

California products also quiet.

Rosin is in limited demand at [illegible] cents.

Crude petroleum certificates are [illegible] cents